

which we have recommended. So generous a concession on their part as giving up their seats for at least one or two seasons and paying as much as, or, if need be, the spirit move, even more than outsiders, would be in a measure equivalent to the large subvention which European governments find it absolutely necessary to make in order to sustain opera in their capital cities.

A rare opportunity is now offered by the Franco-Prussian war for trying to revive opera in New York. The artists who were engaged for the present season in Paris have been dispersed. With others abroad and in our midst they would make it easy for Maple-son or some other energetic manager, if properly encouraged, to secure for a season at the Academy an incomparable troupe. The list out of which he might select comprises such soprani as Adeline Patti, Nilsson, Luca, Volpini, Vitti, Neri-Baldi, Ida di Murska, Van Zandt, Kellogg, Carvalho (for whom "Faust" was written by Gounod), Cabel, Tietje and Marie Sars; such contraltos as Carli, Trebelli-Bettini, Viardot-Garcia, Morensi, Weimer; such baritones as Graziani and Faure; such tenors as Wachtel, Fraschini, Nicolini and Tamburini, and basses by the bushel, not to mention very meritorious artists, of foreign and native birth, who are already here. Eliminating from this imposing array of names all which belong, however familiar and famous, to the melancholy troop of "faded glories," and giving in place of worn-out pieces those which, if not precisely new, shall have here the charm of novelty, an opera manager might reasonably hope for success.

Opera, in its palmy days in New York, was never brought out as it might be now. With a complete quartet, with a double quartet, with an entire orchestra, with appropriate costumes and scenery, it might surpass anything yet witnessed in this city and enable New York to emulate even Paris. But the requisite expense of so vast an undertaking would be too heavy a burden for any manager unless he were heartily seconded by the liberality of both the stockholders and the public. Thus only can we hope for the revival of opera and its ultimate naturalization in New York.

Recent returns of the British Board of Trade reveal some curious effects of the war upon trade. Of these the most important is the effect which the war has had upon the carrying trade. In the months of August and September, 1869, 752 vessels, of 196,413 tons, entered British ports under the German flag. In August and September, 1870, there entered the same ports under the German flag only 151 vessels, of 38,953 tons. In August and September, 1869, there "cleared from" British ports under the German flag 1,767 vessels, with 261,892 tons. In 1870 these figures were reduced to 111 vessels, with 26,663 tons. The carrying trade of Germany is, in fact, practically annihilated. In spite of all the disasters which have befallen France the French mercantile marine has enjoyed exceptional prosperity. In August and September, 1869, 416 French vessels entered British ports, with 40,372 tons. In 1870, for the same period, the vessels were 405, the tons 50,782. In that period in 1869 663 vessels, with 78,852 tons, cleared from British ports for France. In 1870 the number had risen to 862, the burden to 100,759 tons. Prussia, weak in war ships, has lost; France, strong in war ships, has preserved her mercantile marine.

The same results are visible in the returns of the direct trade of Great Britain with the two countries. In August and September, 1869, 1,411 vessels, tonnage 229,406, arrived from French ports. In 1870 the number had declined to 1,351, but the tonnage had increased to 242,144. In 1869 British vessels leaving British ports for French ports numbered 2,172; the tonnage was 370,373. In 1870 the number of vessels was 2,394, and the tonnage 427,213. The direct trade of Great Britain with Germany reads the same lesson. In August and September, 1869, there arrived in British ports and under the British flag from Germany 709 vessels, with 120,945 tons. In 1870 the numbers were reduced to 366 vessels, and the tonnage to 91,879. In 1869 1,622 vessels of 248,152 tons burden sailed from British ports for Germany. In 1870 the number was 296, the tonnage 80,116. The comparative decline in the direct trade between Great Britain and Germany is made up to Great Britain by the increased shipments which are made to Holland and Denmark, through which neutral Powers Germany is drawing her supplies. The vessels that cleared for Denmark in August and September, 1869, measured only 79,180 tons. In the present year the tonnage, almost doubling itself, has risen to 153,441. The shipments to Holland for the same period measured in 1869 131,532 tons, against 199,709 tons in 1870. There are many lessons which may be drawn from these figures; but there is one lesson which we as a nation ought to learn, and learn at once. It is that "a nation strong at sea may maintain her commerce unimpaird in war, whereas a nation without a navy cannot go to war without directly sacrificing her commercial interests." Of this experience we have already had enough. But we have not been apt scholars.

LOUISIANA ELECTION RIOTERS.

The Baton Rouge and Donaldsonville Rioters on Trial at New Orleans.

NEW ORLEANS, Nov. 21, 1870. The trial of the Baton Rouge prisoners continues. Thirty additional witnesses for the prosecution arrived this morning. The witnesses for the defence have not yet been summoned.

A batch of the Donaldsonville rioters arrived this morning. They were sent to the parish prison.

The United States District Court met this morning, the first time since the death of District Attorney Long.

THE COLONISTS UP AND DOING.

The Newfoundlanders residing in New York and Brooklyn are evincing a lively interest in the question of annexation with regard to their country, and propose to organize a "Union Society," in which they will adopt every available means of agitating the cause of annexation in Newfoundland.

The Newfoundlanders of Boston will also form a co-operative society, by which they hope to create a powerful element that will stimulate to renewed action the annexationists of their own country and those of the other British provinces. They will meet in this city or Brooklyn within a few weeks and draw up a declaration of their sentiments in reference to the cause they are advocating, and transmit it to their leading countrymen at home. The late action of the British government towards the colony of Newfoundland is their great incentive to make these efforts to be annexed to the United States.

TELEGRAPHIC NEWS FROM ALL PARTS OF THE WORLD

John Bright Reported as a Peace Missionist to Washington.

King Victor Emmanuel Shut Out from the Churches of Rome.

National Con-olidation in Germany and King William Head of the Family.

China Likely to Do Penance and Atonement.

ENGLAND.

Plan of a Quaker Mission to Washington.

A writer in the *Pall Mall Gazette* urges the sending of John Bright to Washington as Envoy of Great Britain, to insure pacific relations with America in the present crisis.

ROME.

Preparations to Receive the King-The Pope's Want of Charity and Faith.

A correspondent, writing from Rome the 15th instant, describes the preparations there making for the reception of King Victor Emmanuel and adds that, by order of the Pope, every church will be closed during the King's presence in the city.

The States of the Church have been placed under an interdiction.

Germany.

National Union and Constitutional Consolidation.

Berlin, Nov. 21, 1870. The Federal Council, now in session here, has received reports touching the accession of Baden and Darmstadt to the Confederation.

The draft of a new federal constitution is under consideration, and a supply bill for war purposes has been introduced.

South German Mission to Versailles-King William the Head of the Family.

Berlin, Nov. 21, 1870. King Ludwig, of Bavaria, is preparing for a visit to Versailles.

Commissioners Mittnacht and von Luckow have returned to Germany from Versailles, with full authority to negotiate with the Southern States.

Herr Delbrück has returned from Versailles. As a result of his negotiations Baden and Hesse will enter the North German Union unconditionally, and Wurttemberg with immaterial reservations touching the taxes, mails and telegraphs. Bavaria retains her military sovereignty as an independent military organization.

The conventions will be held before the North German Parliament for ratification at the approaching session.

Belgium.

The Peaceful Attitude Resumed-Vigilance on the Frontiers.

Brussels, Nov. 21, 1870. The Belgian troops have been recalled to the positions they occupied before the war. The frontier, however, is still well guarded.

China.

The Tientsin Outrages-British Hopes of Retribution.

London, Nov. 21, 1870. Mr. Wade, Secretary of the British Legation in China, writes from Peking, under date of November 3, that there will probably be no necessity for the employment of a military force to obtain redress for the Tientsin outrages.

South America.

The Uruguayan Revolution-State of Business in Montevideo.

London, Nov. 21, 1870. News from Montevideo to October 27 has been received. The revolutionary crisis in Uruguay continued. Business at Montevideo was paralyzed and the city was threatened with an attack by the Blanco party.

Mexico.

The Free Zone to be Extended-The Tuxpan Railroad Bill-Grants to Telegraph Companies-Junez's Health.

Havana, Nov. 15, 1870. Advice have been received here from the city of Mexico up to November 10.

Notwithstanding the exertions made to do away with the Free Zone it has been resolved not only to continue but to extend it.

The Tuxpan Railroad bill has passed Congress. Grants have been given to telegraph companies to establish lines from Vera Cruz to Galveston, another from Vera Cruz to Minatitlan, and another via Yucatan to Cuba.

President Juarez's health is improving.

The revolutionary leaders are taking advantage of the amnesty law.

Marine Disaster.

Wreck of the Schooner Morning Star-The Captain, Mate and Three Men Drowned.

Galveston, Texas, Nov. 21, 1870. Captain Combs, of the brig Ellen Bernard, which has arrived at this port, from New York October 26, states that when four days out, latitude 22° 22', longitude 73° 11', he fell in with the schooner Morning Star, of Ritchie, N. B., dismasted and full of water. He sent a boat to her assistance and took of William Eddy, the cook and steward, who reported that he had been on the wreck for nine days, and that the captain was his only food and drink. Mathias Bell, the captain of the Morning Star, John Bell, the mate, and William Bell, Mark Ritchie, and three other men, were washed overboard when the schooner was capsized. The Morning Star sailed from Cape Havt for Boston October 15 with a cargo of logwood, hides and coffee.

European Markets.

LONDON MONEY MARKET. LONDON, Nov. 21. 4.30 P. M. Consols closed at 92½ for both money and the account. American securities: United States five-twenty-fives, 1885, 85½; do, 1890, 87½; do, 1895, 89½; do, 1900, 91½; do, 1905, 93½; do, 1910, 95½; do, 1915, 97½; do, 1920, 99½; do, 1925, 101½; do, 1930, 103½; do, 1935, 105½; do, 1940, 107½; do, 1945, 109½; do, 1950, 111½; do, 1955, 113½; do, 1960, 115½; do, 1965, 117½; do, 1970, 119½; do, 1975, 121½; do, 1980, 123½; do, 1985, 125½; do, 1990, 127½; do, 1995, 129½; do, 2000, 131½; do, 2005, 133½; do, 2010, 135½; do, 2015, 137½; do, 2020, 139½; do, 2025, 141½; do, 2030, 143½; do, 2035, 145½; do, 2040, 147½; do, 2045, 149½; do, 2050, 151½; do, 2055, 153½; do, 2060, 155½; do, 2065, 157½; do, 2070, 159½; do, 2075, 161½; do, 2080, 163½; do, 2085, 165½; do, 2090, 167½; do, 2095, 169½; do, 2100, 171½; do, 2105, 173½; do, 2110, 175½; do, 2115, 177½; do, 2120, 179½; do, 2125, 181½; do, 2130, 183½; do, 2135, 185½; do, 2140, 187½; do, 2145, 189½; do, 2150, 191½; do, 2155, 193½; do, 2160, 195½; do, 2165, 197½; do, 2170, 199½; do, 2175, 201½; do, 2180, 203½; do, 2185, 205½; do, 2190, 207½; do, 2195, 209½; do, 2200, 211½; do, 2205, 213½; do, 2210, 215½; do, 2215, 217½; do, 2220, 219½; do, 2225, 221½; do, 2230, 223½; do, 2235, 225½; do, 2240, 227½; do, 2245, 229½; do, 2250, 231½; do, 2255, 233½; do, 2260, 235½; do, 2265, 237½; do, 2270, 239½; do, 2275, 241½; do, 2280, 243½; do, 2285, 245½; do, 2290, 247½; do, 2295, 249½; do, 2300, 251½; do, 2305, 253½; do, 2310, 255½; do, 2315, 257½; do, 2320, 259½; do, 2325, 261½; do, 2330, 263½; do, 2335, 265½; do, 2340, 267½; do, 2345, 269½; do, 2350, 271½; do, 2355, 273½; do, 2360, 275½; do, 2365, 277½; do, 2370, 279½; do, 2375, 281½; do, 2380, 283½; do, 2385, 285½; do, 2390, 287½; do, 2395, 289½; do, 2400, 291½; do, 2405, 293½; do, 2410, 295½; do, 2415, 297½; do, 2420, 299½; do, 2425, 301½; do, 2430, 303½; do, 2435, 305½; do, 2440, 307½; do, 2445, 309½; do, 2450, 311½; do, 2455, 313½; do, 2460, 315½; do, 2465, 317½; do, 2470, 319½; do, 2475, 321½; do, 2480, 323½; do, 2485, 325½; do, 2490, 327½; do, 2495, 329½; do, 2500, 331½; do, 2505, 333½; do, 2510, 335½; do, 2515, 337½; do, 2520, 339½; do, 2525, 341½; do, 2530, 343½; do, 2535, 345½; do, 2540, 347½; do, 2545, 349½; do, 2550, 351½; do, 2555, 353½; do, 2560, 355½; do, 2565, 357½; do, 2570, 359½; do, 2575, 361½; do, 2580, 363½; do, 2585, 365½; do, 2590, 367½; do, 2595, 369½; do, 2600, 371½; do, 2605, 373½; do, 2610, 375½; do, 2615, 377½; do, 2620, 379½; do, 2625, 381½; do, 2630, 383½; do, 2635, 385½; do, 2640, 387½; do, 2645, 389½; do, 2650, 391½; do, 2655, 393½; do, 2660, 395½; do, 2665, 397½; do, 2670, 399½; do, 2675, 401½; do, 2680, 403½; do, 2685, 405½; do, 2690, 407½; do, 2695, 409½; do, 2700, 411½; do, 2705, 413½; do, 2710, 415½; do, 2715, 417½; do, 2720, 419½; do, 2725, 421½; do, 2730, 423½; do, 2735, 425½; do, 2740, 427½; do, 2745, 429½; do, 2750, 431½; do, 2755, 433½; do, 2760, 435½; do, 2765, 437½; do, 2770, 439½; do, 2775, 441½; do, 2780, 443½; do, 2785, 445½; do, 2790, 447½; do, 2795, 449½; do, 2800, 451½; do, 2805, 453½; do, 2810, 455½; do, 2815, 457½; do, 2820, 459½; do, 2825, 461½; do, 2830, 463½; do, 2835, 465½; do, 2840, 467½; do, 2845, 469½; do, 2850, 471½; do, 2855, 473½; do, 2860, 475½; do, 2865, 477½; do, 2870, 479½; do, 2875, 481½; do, 2880, 483½; do, 2885, 485½; do, 2890, 487½; do, 2895, 489½; do, 2900, 491½; do, 2905, 493½; do, 2910, 495½; do, 2915, 497½; do, 2920, 499½; do, 2925, 501½; do, 2930, 503½; do, 2935, 505½; do, 2940, 507½; do, 2945, 509½; do, 2950, 511½; do, 2955, 513½; do, 2960, 515½; do, 2965, 517½; do, 2970, 519½; do, 2975, 521½; do, 2980, 523½; do, 2985, 525½; do, 2990, 527½; do, 2995, 529½; do, 3000, 531½; do, 3005, 533½; do, 3010, 535½; do, 3015, 537½; do, 3020, 539½; do, 3025, 541½; do, 3030, 543½; do, 3035, 545½; do, 3040, 547½; do, 3045, 549½; do, 3050, 551½; do, 3055, 553½; do, 3060, 555½; do, 3065, 557½; do, 3070, 559½; do, 3075, 561½; do, 3080, 563½; do, 3085, 565½; do, 3090, 567½; do, 3095, 569½; do, 3100, 571½; do, 3105, 573½; do, 3110, 575½; do, 3115, 577½; do, 3120, 579½; do, 3125, 581½; do, 3130, 583½; do, 3135, 585½; do, 3140, 587½; do, 3145, 589½; do, 3150, 591½; do, 3155, 593½; do, 3160, 595½; do, 3165, 597½; do, 3170, 599½; do, 3175, 601½; do, 3180, 603½; do, 3185, 605½; do, 3190, 607½; do, 3195, 609½; do, 3200, 611½; do, 3205, 613½; do, 3210, 615½; do, 3215, 617½; do, 3220, 619½; do, 3225, 621½; do, 3230, 623½; do, 3235, 625½; do, 3240, 627½; do, 3245, 629½; do, 3250, 631½; do, 3255, 633½; do, 3260, 635½; do, 3265, 637½; do, 3270, 639½; do, 3275, 641½; do, 3280, 643½; do, 3285, 645½; do, 3290, 647½; do, 3295, 649½; do, 3300, 651½; do, 3305, 653½; do, 3310, 655½; do, 3315, 657½; do, 3320, 659½; do, 3325, 661½; do, 3330, 663½; do, 3335, 665½; do, 3340, 667½; do, 3345, 669½; do, 3350, 671½; do, 3355, 673½; do, 3360, 675½; do, 3365, 677½; do, 3370, 679½; do, 3375, 681½; do, 3380, 683½; do, 3385, 685½; do, 3390, 687½; do, 3395, 689½; do, 3400, 691½; do, 3405, 693½; do, 3410, 695½; do, 3415, 697½; do, 3420, 699½; do, 3425, 701½; do, 3430, 703½; do, 3435, 705½; do, 3440, 707½; do, 3445, 709½; do, 3450, 711½; do, 3455, 713½; do, 3460, 715½; do, 3465, 717½; do, 3470, 719½; do, 3475, 721½; do, 3480, 723½; do, 3485, 725½; do, 3490, 727½; do, 3495, 729½; do, 3500, 731½; do, 3505, 733½; do, 3510, 735½; do, 3515, 737½; do, 3520, 739½; do, 3525, 741½; do, 3530, 743½; do, 3535, 745½; do, 3540, 747½; do, 3545, 749½; do, 3550, 751½; do, 3555, 753½; do, 3560, 755½; do, 3565, 757½; do, 3570, 759½; do, 3575, 761½; do, 3580, 763½; do, 3585, 765½; do, 3590, 767½; do, 3595, 769½; do, 3600, 771½; do, 3605, 773½; do, 3610, 775½; do, 3615, 777½; do, 3620, 779½; do, 3625, 781½; do, 3630, 783½; do, 3635, 785½; do, 3640, 787½; do, 3645, 789½; do, 3650, 791½; do, 3655, 793½; do, 3660, 795½; do, 3665, 797½; do, 3670, 799½; do, 3675, 801½; do, 3680, 803½; do, 3685, 805½; do, 3690, 807½; do, 3695, 809½; do, 3700, 811½; do, 3705, 813½; do, 3710, 815½; do, 3715, 817½; do, 3720, 819½; do, 3725, 821½; do, 3730, 823½; do, 3735, 825½; do, 3740, 827½; do, 3745, 829½; do, 3750, 831½; do, 3755, 833½; do, 3760, 835½; do, 3765, 837½; do, 3770, 839½; do, 3775, 841½; do, 3780, 843½; do, 3785, 845½; do, 3790, 847½; do, 3795, 849½; do, 3800, 851½; do, 3805, 853½; do, 3810, 855½; do, 3815, 857½; do, 3820, 859½; do, 3825, 861½; do, 3830, 863½; do, 3835, 865½; do, 3840, 867½; do, 3845, 869½; do, 3850, 871½; do, 3855, 873½; do, 3860, 875½; do, 3865, 877½; do, 3870, 879½; do, 3875, 881½; do, 3880, 883½; do, 3885, 885½; do, 3890, 887½; do, 3895, 889½; do, 3900, 891½; do, 3905, 893½; do, 3910, 895½; do, 3915, 897½; do, 3920, 899½; do, 3925, 901½; do, 3930, 903½; do, 3935, 905½; do, 3940, 907½; do, 3945, 909½; do, 3950, 911½; do, 3955, 913½; do, 3960, 915½; do, 3965, 917½; do, 3970, 919½; do, 3975, 921½; do, 3980, 923½; do, 3985, 925½; do, 3990, 927½; do, 3995, 929½; do, 4000, 931½; do, 4005, 933½; do, 4010, 935½; do, 4015, 937½; do, 4020, 939½; do, 4025, 941½; do, 4030, 943½; do, 4035, 945½; do, 4040, 947½; do, 4045, 949½; do, 4050, 951½; do, 4055, 953½; do, 4060, 955½; do, 4065, 957½; do, 4070, 959½; do, 4075, 961½; do, 4080, 963½; do, 4085, 965½; do, 4090, 967½; do, 4095, 969½; do, 4100, 971½; do, 4105, 973½; do, 4110, 975½; do, 4115, 977½; do, 4120, 979½; do, 4125, 981½; do, 4130, 983½; do, 4135, 985½; do, 4140, 987½; do, 4145, 989½; do, 4150, 991½; do, 4155, 993½; do, 4160, 995½; do, 4165, 997½; do, 4170, 999½; do, 4175, 1001½; do, 4180, 1003½; do, 4185, 1005½; do, 4190, 1007½; do, 4195, 1009½; do, 4200, 1011½; do, 4205, 1013½; do, 4210, 1015½; do, 4215, 1017½; do, 4220, 1019½; do, 4225, 1021½; do, 4230, 1023½; do, 4235, 1025½; do, 4240, 1027½; do, 4245, 1029½; do, 4250, 1031½; do, 4255, 1033½; do, 4260, 1035½; do, 4265, 1037½; do, 4270, 1039½; do, 4275, 1041½; do, 4280, 1043½; do, 4285, 1045½; do, 4290, 1047½; do, 4295, 1049½; do, 4300, 1051½; do, 4305, 1053½; do, 4310, 1055½; do, 4315, 1057½; do, 4320, 1059½; do, 4325, 1061½; do, 4330, 1063½; do, 4335, 1065½; do, 4340, 1067½; do, 4345, 1069½; do, 4350, 1071½; do, 4355, 1073½; do, 4360, 1075½; do, 4365, 1077½; do, 4370, 1079½; do, 4375, 1081½; do, 4380, 1083½; do, 4385, 1085½; do, 4390, 1087½; do, 4395, 1089½; do, 4400, 1091½; do, 4405, 1093½; do, 4410, 1095½; do, 4415, 1097½; do, 4420, 1099½; do, 4425, 1101½; do, 4430, 1103½; do, 4435, 1105½; do, 4440, 1107½; do, 4445, 1109½; do, 4450, 1111½; do, 4455, 1113½; do, 4460, 1115½; do, 4465, 1117½; do, 4470, 1119½; do, 4475, 1121½; do, 4480, 1123½; do, 4485, 1125½; do, 4490, 1127½; do, 4495, 1129½; do, 4500, 1131½; do, 4505, 1133½; do, 4510, 1135½; do, 4515, 1137½; do, 4520, 1139½; do, 4525, 1141½; do, 4530, 1143½; do, 4535, 1145½; do, 4540, 1147½; do, 4545, 1149½; do, 4550, 1151½; do, 4555, 1153½; do, 4560, 1155½; do, 4565, 1157½; do, 4570, 1159½; do, 4575, 1161½; do, 4580, 1163½; do, 4585, 1165½; do, 4590, 1167½; do, 4595, 1169½; do, 4600, 1171½; do, 4605, 1173½; do, 4610, 1175½; do, 4615, 1177½; do, 4620, 1179½; do, 4625, 1181½; do, 4630, 1183½; do, 4635, 1185½; do, 4640, 1187½; do, 4645, 1189½; do, 4650, 1191½